

**Amendments to the Claims:**

The following listing of claims will replace all prior versions, and listings, of claims in the application:

1. (Currently Amended) A control device for a turbocharger with an electric motor, comprising:

a turbocharger which is provided along with an internal combustion engine and supercharges air taken in the internal combustion engine using a compressor;

an electric motor which ~~can increase~~increases a supercharging pressure based on an amount of electric power to be supplied to the electric motor by running the compressor of the turbocharger; and

a controller which calculates a base amount of electric power to be supplied to the electric motor based on a target supercharging pressure and an actual supercharging pressure; decides an amount of electric power to be supplied to the electric motor; controls the electric motor based on the decided amount of electric power to be supplied; and sets the amount of electric power to be supplied to a maximum amount of electric power in a beginning state of an electric power supply to the electric motor, ~~regardless of the calculated base amount of electric power~~and in a state where a battery voltage is equal to or larger than a predetermined value or a temperature of the electric motor is equal to or lower than a predetermined value.

2. (Original) The control device for a turbocharger with an electric motor according to claim 1, wherein the controller stops making the amount of electric power to be supplied the maximum amount of electric power, when the actual supercharging pressure exceeds the target supercharging pressure after the maximum amount of electric power is supplied to the electric motor.

3. (Original) The control device for a turbocharger with an electric motor according to claim 2, wherein the controller stops making the amount of electric power to be supplied the maximum amount of electric power, and then, as the amount of electric power gradually falls from the maximum amount, progressively makes that gradually decreasing amount of electric power the amount of power to be supplied.

4. (Original) The control device for a turbocharger with an electric motor according to claim 3, wherein the controller sets the amount of electric power to be supplied to the base amount of electric power, when the actual supercharging pressure becomes equal to or lower than the target supercharging pressure while the amount of electric power is being gradually decreased.

5. (Currently Amended) A control device for a turbocharger with an electric motor, comprising:

a turbocharger which is provided along with an internal combustion engine and supercharges air taken in the internal combustion engine using a compressor;

an electric motor which ~~can increase~~increases a supercharging pressure based on an amount of electric power to be supplied to the electric motor by running the compressor of the turbocharger; and

a controller which detects an output power required of the internal combustion engine; calculates a base amount of electric power to be supplied to the electric motor based on a target supercharging pressure and an actual supercharging pressure; decides an amount of electric power to be supplied to the electric motor; controls the electric motor based on the decided amount of electric power to be supplied; and sets the amount of electric power to be supplied to a maximum amount of electric power in a state where ~~the a detected value~~output power required of the internal combustion engine is equal to or higher than a predetermined value, ~~regardless of the calculated base amount of electric power and a battery voltage is equal~~

to or larger than a predetermined value or a temperature of the electric motor is equal to or lower than a predetermined value.

6. (Currently Amended) The control device for a turbocharger with an electric motor according to claim 5, wherein the detected ~~value~~output power includes at least an accelerator opening change amount, a battery voltage, and a temperature of the electric motor.

7. (Original) The control device for a turbocharger with an electric motor according to claim 5, wherein the controller stops making the amount of electric power to be supplied the maximum amount of electric power, when the actual supercharging pressure exceeds the target supercharging pressure after the maximum amount of electric power is supplied to the electric motor.

8. (Original) The control device for a turbocharger with an electric motor according to claim 7, wherein the controller stops making the amount of electric power to be supplied the maximum amount of electric power, and then, as the amount of electric power gradually falls from the maximum amount, progressively makes that gradually decreasing amount of electric power the amount of electric power to be supplied.

9. (Original) The control device for a turbocharger with an electric motor according to claim 8, wherein the controller sets the amount of electric power to be supplied to the base amount of electric power, when the actual supercharging pressure becomes equal to or lower than the target supercharging pressure while the amount of electric power is being gradually decreased.

10. (Currently Amended) A control method of a control device for a turbocharger with an electric motor including a turbocharger which is provided along with an internal combustion engine and supercharges air taken in the internal combustion engine using a compressor; and an electric motor which ~~can increase~~increases a supercharging pressure

based on an amount of electric power to be supplied to the electric motor by running the  
compressor of the turbocharger, comprising the steps of:

calculating a base amount of electric power to be supplied to the electric motor  
based on a target supercharging pressure and an actual supercharging pressure;

deciding an amount of electric power to be supplied to the electric motor;

controlling the electric motor based on the decided amount of electric power to  
be supplied; and

setting the amount of electric power to be supplied to a maximum amount of  
electric power in a beginning state of an electric power supply to the electric motor ~~regardless~~  
~~of the calculated base amount of electric power~~ and in a state where a battery voltage is equal  
to or larger than a predetermined value or a temperature of the electric motor is equal to or  
lower than a predetermined value.

11. (Currently Amended) The control method according to claim 10, further  
comprising the step of:

stopping making the amount of electric power to be supplied the maximum  
amount of electric power, when the actual supercharging pressure exceeds the target  
supercharging pressure after the maximum amount of electric power is supplied to the  
electric motor.

12. (Currently Amended) The control method according to claim 11, further  
comprising the step of:

stopping making the amount of electric power to be supplied the maximum  
amount of electric power, and then, as the amount of electric power gradually falls from the  
maximum amount, progressively making that gradually decreasing amount of electric power  
the amount of electric power to be supplied.

13. (Currently Amended) The control method according to claim 12, further comprising ~~the step of~~:

setting the amount of electric power to be supplied to the base amount of electric power, when the actual supercharging pressure becomes equal to or lower than the target supercharging pressure while the amount of electric power is being gradually decreased.

14. (Currently Amended) A control method of a control device for a turbocharger with an electric motor including a turbocharger which is provided along with an internal combustion engine and supercharges air taken in the internal combustion engine using a compressor; and an electric motor which ~~can increase~~ increases a supercharging pressure based on an amount of electric power to be supplied to the electric motor by running the compressor of the turbocharger, comprising the steps of:

detecting an output power required of the internal combustion engine;

calculating a base amount of electric power to be supplied to the electric motor based on a target supercharging pressure and an actual supercharging pressure;

deciding an amount of electric power to be supplied to the electric motor;

controlling the electric motor based on the decided amount of electric power to be supplied; and

setting the amount of electric power to be supplied to a maximum amount of electric power in a state where ~~the~~ a detected value output power required of the internal combustion engine is equal to or higher than a predetermined value ~~regardless of the calculated base amount of electric power~~ and a battery voltage is equal to or larger than a predetermined value or a temperature of the electric motor is equal to or lower than a predetermined value.

15. (Currently Amended) The control method according to claim 14, wherein the detected ~~value~~ output power includes at least an accelerator opening change amount, a battery voltage, and a temperature of the electric motor.

16. (Currently Amended) The control method according to claim 14, further comprising ~~the step of~~:

stopping making the amount of electric power to be supplied the maximum amount of electric power, when the actual supercharging pressure exceeds the target supercharging pressure after the maximum amount of electric power is supplied to the electric motor.

17. (Currently Amended) The control method according to claim 16, further comprising ~~the step of~~:

stopping making the amount of electric power to be supplied the maximum amount of electric power, and then, as the amount of electric power gradually falls from the maximum amount, progressively making that gradually decreasing amount of electric power the amount of electric power to be supplied.

18. (Currently Amended) The control method according to claim 17, further comprising ~~the step of~~:

setting the amount of electric power to be supplied to the base amount of electric power, when the actual supercharging pressure becomes equal to or lower than the target supercharging pressure while the amount of electric power is being gradually decreased.

19. (New) A control device for a turbocharger with an electric motor, comprising:  
a turbocharger which is provided along with an internal combustion engine  
and supercharges air taken in the internal combustion engine using a compressor;

an electric motor which increases a supercharging pressure based on an amount of electric power to be supplied to the electric motor;

a controller which calculates a base amount of electric power to be supplied to the electric motor based on a target supercharging pressure and an actual supercharging pressure; decides an amount of electric power to be supplied to the electric motor; controls the electric motor based on the decided amount of electric power to be supplied; sets the amount of electric power to be supplied to an amount of electric power larger than the base amount of electric power in a state where a detected output power required of the internal combustion engine is equal to or higher than a predetermined value and a battery voltage is equal to, or larger than, a predetermined value, or a temperature of the electric motor is equal to or lower than a predetermined value, the amount of electric power being set for eliminating a time lag of the turbocharger.

20. (New) The control device for a turbocharger with an electric motor according to claim 19, wherein the detected output power includes at least an accelerator opening change amount, a battery voltage, and a temperature of the electric motor.

21. (New) The control device for a turbocharger with an electric motor according to claim 19, wherein the controller stops making the amount of electric power to be supplied the maximum amount of electric power, when the actual supercharging pressure exceeds the target supercharging pressure after the maximum amount of electric power is supplied to the electric motor.

22. (New) The control device for a turbocharger with an electric motor according to claim 21, wherein the controller stops making the amount of electric power to be supplied the maximum amount of electric power, and then, as the amount of electric power gradually falls from the maximum amount, progressively makes that gradually decreasing amount of electric power the amount of electric power to be supplied.

23. (New) The control device for a turbocharger with an electric motor according to claim 22, wherein the controller sets the amount of electric power to be supplied to the base amount of electric power, when the actual supercharging pressure becomes equal to or lower than the target supercharging pressure while the amount of electric power is being gradually decreased.

24. (New) A control method of a control device for a turbocharger with an electric motor including a turbocharger which is provided along with an internal combustion engine and supercharges air taken in the internal combustion engine using a compressor; and an electric motor which increases a supercharging pressure based on an amount of electric power to be supplied to the electric motor by running the compressor of the turbocharger, comprising:

detecting an output power required of the internal combustion engine;

calculating a base amount of electric power to be supplied to the electric motor based on a target supercharging pressure and an actual supercharging pressure;

deciding an amount of electric power to be supplied to the electric motor;

controlling the electric motor based on the decided amount of electric power to be supplied; and

setting the amount of the electric power to be supplied to an amount of electric power larger than the base amount of electric power in a state where a detected output power required of the internal combustion engine is equal to or higher than a predetermined value and a battery voltage is equal to or larger than a predetermined value or a temperature of the electric motor is equal to or lower than a predetermined value;

the amount of electric power being set for eliminating a time lag of the turbocharger.



25. (New) The control method according to claim 24, wherein the detected output power includes at least an accelerator opening change amount, a battery voltage, and a temperature of the electric motor.

26. (New) The control method according to claim 24, further comprising:  
stopping making the amount of electric power to be supplied the maximum amount of electric power, when the actual supercharging pressure exceeds the target supercharging pressure after the maximum amount of electric power is supplied to the electric motor.

27. (New) The control method according to claim 24, further comprising:  
stopping making the amount of electric power to be supplied the maximum amount of electric power, and then, as the amount of electric power gradually falls from the maximum amount, progressively making that gradually decreasing amount of electric power the amount of electric power to be supplied.

28. (New) The control method according to claim 24, further comprising:  
setting the amount of electric power to be supplied to the base amount of electric power, when the actual supercharging pressure becomes equal to or lower than the target supercharging pressure while the amount of electric power is being gradually decreased.